

Subject: LMM 27/08/2019 - Infrastructure Priority List 2020 update

MOTION

That City of Newcastle:

1. Notes that Infrastructure Australia's Infrastructure Priority List of nationally significant investments provides decision makers with advice and guidance on specific infrastructure investments that will underpin Australia's continued prosperity.
2. Notes Greater Newcastle and the Hunter Region's contribution to the national economy as the largest regional economy in Australia, ranking above Tasmania, the Northern Territory and the Australian Capital Territory in terms of economic output and driving around 28 per cent of regional NSW's total economic output and is the largest regional contributor to the State's gross domestic product¹;
3. Notes that Infrastructure Australia Chief Executive Officer, Romilly Madew AO, has written to the City of Newcastle, seeking a submission for the next update of the Infrastructure Priority List, which will be published in February 2020.
4. Prepares a submission for consideration for the 2020 Infrastructure Priority List publication, outlining projects of significance to the City of Newcastle, and the Greater Newcastle Metropolitan Area (as outlined in the Greater Newcastle Metropolitan Plan 2036²), the engine room of the New South Wales economy; including:
 - a. Lower Hunter Freight Corridor
 - i. Beresfield-Black Hill logistics hub (Greater Newcastle Metropolitan Plan Catalyst site)
 - ii. Light Rail extension
 - b. Newcastle Airport expansion (Greater Newcastle Metropolitan Plan Catalyst site)
 - i. Code E Runway upgrade
 - ii. Freight road and rail passenger links
 - iii. Special activation precinct
 - c. Port of Newcastle diversification (Greater Newcastle Metropolitan Plan Catalyst site)
 - i. Freight, road and rail connections
 - ii. Beresfield-Black Hill logistics hub (Greater Newcastle Metropolitan Plan Catalyst site)
 - d. Broadmeadow Sports and Entertainment Precinct (Greater Newcastle Metropolitan Plan Catalyst site)
 - i. National entertainment and sporting events
 - ii. Commonwealth Games
 - iii. Higher density housing
 - iv. Light Rail extension
 - e. Cultural Infrastructure
 - i. Newcastle Art Gallery Expansion project – to display and protect a nationally recognised collection of over 6,600 works currently valued at \$95 million.
 - f. Active Transport (walking and cycling) access in Newcastle CBD and surrounds
 - i. Richmond Vale Rail Trail

¹ <https://www.planning.nsw.gov.au/Plans-for-your-area/Regional-Plans/Hunter/Hunter-regional-plan/The-leading-regional-economy-in-Australia>

² <https://www.planning.nsw.gov.au/Plans-for-your-area/Greater-Newcastle-metropolitan-planning/Resources>

Background:

Infrastructure Australia is seeking submissions for the next update of the Infrastructure Priority List, which will be published in February 2020. The Priority List offers all levels of government and the private sector a prioritised list of national infrastructure challenges (or problems) and opportunities for the near, medium and longer term.

<https://www.infrastructureaustralia.gov.au/infrastructure-priority-list>

Current initiatives:

Infrastructure Australia's website includes an interactive map of the Infrastructure Priority List and presents a detailed view of projects and initiatives and allows you to see which infrastructure solutions from around the country have been positively evaluated.

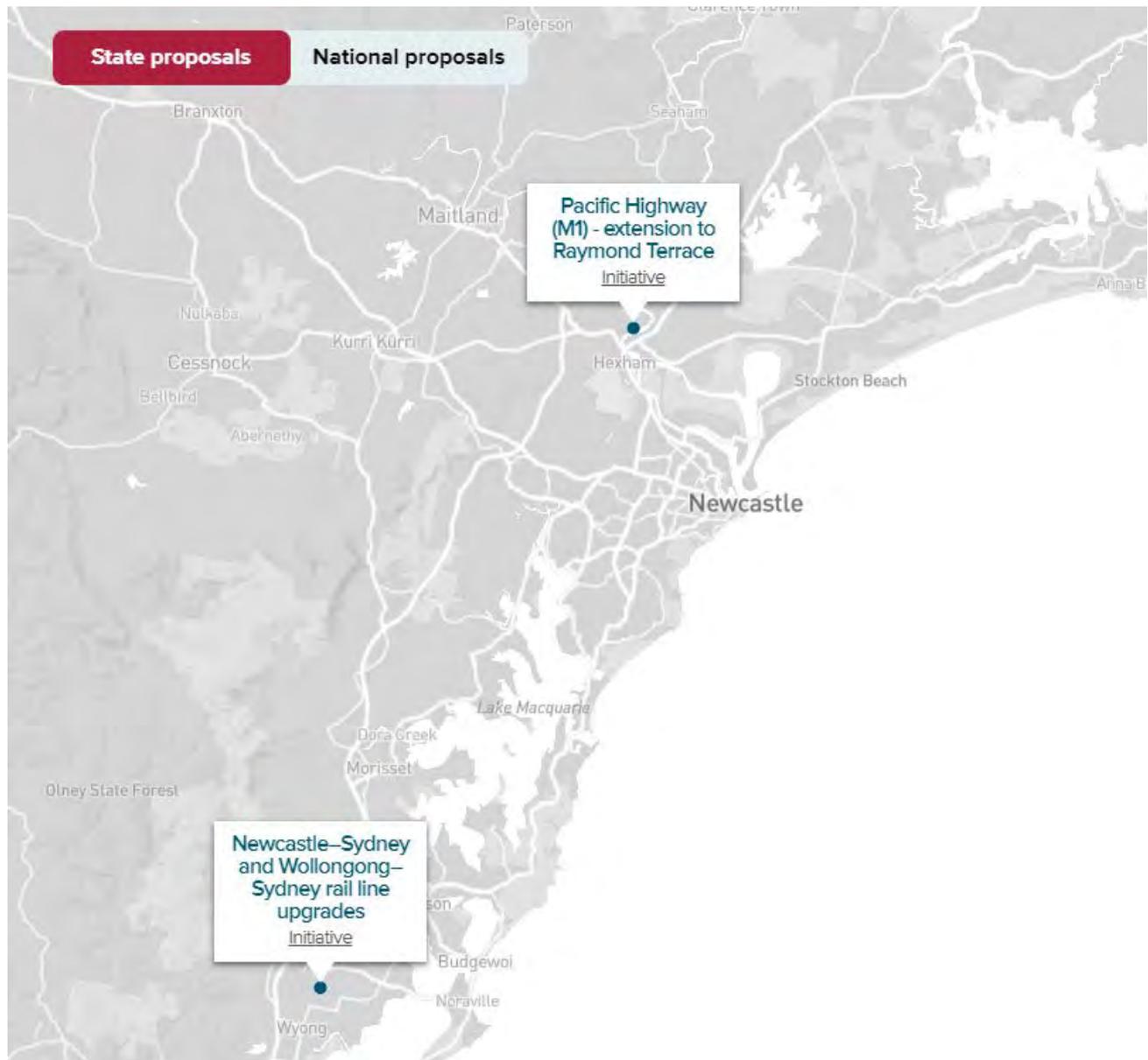
The map provides an up-to-date view of the nationally significant investments Australia needs to meet its infrastructure challenges and is continually updated alongside the Priority List.

Currently, there are only two State Proposals (Priority projects listed by the NSW Government) listed on the map:

- Pacific Highway (M1) – extension to Raymond Terrace
- Newcastle-Sydney and Wollongong-Sydney rail line upgrades

Source: <https://www.infrastructureaustralia.gov.au/search-priority-list-map>

Infrastructure Australia have not identified any projects for the Infrastructure Priority List specific to the City of Newcastle, or the Greater Newcastle Metropolitan Area.



Infrastructure Priority List map

Related Previous Decisions

- LMM 22/05/2018 - City of Newcastle New South Wales Budget Submission

Attachments:

- Correspondence from Infrastructure Australia Chief Executive Officer, Romilly Madew AO
- Infrastructure Australia – Infrastructure Priority List – July 2019
- LMM 22/05/2018 - City of Newcastle New South Wales Budget Submission



Infrastructure Australia
Level 21, 126 Phillip Street
Sydney NSW 2000

The Right Worshipful Lord Mayor
Nuatali Nelmes
City of Newcastle
PO Box 489
Newcastle NSW 2300

By email: mail@ncc.nsw.gov.au

Dear Lord Mayor,

Infrastructure Priority List 2020 update

Infrastructure Australia is seeking submissions for the next update of the Infrastructure Priority List, which will be published in February 2020.

The Priority List offers all levels of government and the private sector a prioritised list of national infrastructure challenges (or problems) and opportunities for the near, medium and longer term

We are seeking your input in three ways:

1. Submissions for new initiatives for the Priority List
2. Updates to existing projects and initiatives on the Priority List
3. Information on completed projects.

New initiatives for the Infrastructure Priority List

We are inviting Australian governments and non-government bodies to continue helping us identify infrastructure problems and opportunities of national significance. We welcome proposals for all types of infrastructure, including programs of related works and programs for network optimisation.

The Priority List is a 'live' document and is open to submissions at any time, but to be considered for the 2020 publication, submissions must be received before **31 August 2019**.

As part of early engagement, we encourage you to discuss these submissions with us as they are being prepared. This should assist in ensuring that appropriate information is provided for us to conduct our assessment.

Infrastructure Australia's Assessment Framework provides a structured and objective approach for us to consider initiatives and projects for inclusion on the Priority List. The Assessment Framework, which is available on our website, includes templates and checklists to enable proponents to develop their submissions.

To submit an initiative, please complete our Stage 1 Template (Problem Identification and Prioritisation). The Stage 1 Checklist will also help to ensure the right information is provided in your submissions. For your convenience, we have attached them to this letter, or they can also be accessed at:

<http://infrastructureaustralia.gov.au/projects/technical-guidance.aspx>

We have also attached guidance on Infrastructure Australia's definition of national significance at the end of this letter. For the 2019 update, we received a significant number of high-quality submissions from various jurisdictions which had strategic merit, and were found to be locally or regionally significant but, unfortunately, many of these did not meet our national significance definition.

To be considered for the Priority List and to be consistent with our national significance definition, initiative submissions must include a strong strategic case and a quantitative assessment of the problem or opportunity, which is supported by evidence to demonstrate how they are likely to emerge over time.

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A strong strategic case should demonstrate how addressing the nationally significant problems or realising the nationally significant opportunities will meet national policy objectives and strategies, as well as demonstrate how they are consistent with state and territory objectives and strategies (e.g. state delivery strategies).

For more developed initiatives, where an options assessment has been completed and preferred options identified, please consider submitting a Stage 2 Template (Initiative Identification and Options Development) in addition to a Stage 1 Template. These documents can also be accessed from the link above.

Initiatives on the Infrastructure Priority List to be retained or changed

The latest annual Priority List publication was released on 14 February 2019 and can be accessed at: <http://infrastructureaustralia.gov.au/projects/infrastructure-priority-list.aspx>.

We would appreciate your advice on any progress or proposed changes to items listed in the February 2019 Priority List.

Please note that we do not require comments on the existing initiatives unless changes have occurred.

For any substantive changes (such as a change in timing, priority rating or the scope of an initiative), or for removal from the Priority List, please provide us with the appropriate evidence. This might include the updated costs of the problem and/or value of the opportunity. Please contact us if you might have any changes.

Information on completed projects

As part of continuous improvement by learning from projects that have been delivered, we also welcome post-completion review findings on any proposals previously included on the Priority List. This information would be held in confidence and would not be published, but would provide a valuable source of reflection to assist us with our business case evaluations.

If you are unable to provide any documentation on completed projects, we would welcome the opportunity for face-to-face briefings to listen and understand from project teams directly.

General notes on the Infrastructure Priority List

The Priority List does not provide specific funding recommendations and Infrastructure Australia does not take account of funding commitments when evaluating these early stage proposals. The purpose of listing initiatives is to identify nationally significant problems and opportunities on the Priority List; these are not necessarily solutions in their own right.

How to contact us

We would be happy to provide guidance to proponents in developing their submissions to ensure that they have the potential to be nationally significant and that they are supported by the appropriate data. For more information or to discuss the submission process, please don't hesitate to contact Rob Busch, Senior Economist, in our Project Advisory team on (02) 8114 1913 or email us at jplsubmissions@infrastructure.gov.au

Thank you for your interest in the Infrastructure Priority List over the last four years and we look forward to receiving new initiative submissions and updated information on the existing initiatives.

Yours sincerely,



Romilly Madew AO
Chief Executive Officer

4 July 2019

Attachments:

1. National Significance Definition
2. Stage 1 Template – Problem Identification and Prioritisation (attached to email)
3. Stage 1 Checklist – Problem Identification and Prioritisation (attached to email)

Attachment 1

National Significance Definition

Infrastructure Australia uses the IPL to identify major infrastructure proposals that have substantial strategic merit and are of national significance. An infrastructure investment is considered to be nationally significant if, based on the evidence presented, the Infrastructure Australia Board is of the opinion that the investment is expected to have a material impact on national output by:

1. Addressing a problem that would otherwise impose economic, social, and/or environmental costs; or
2. Provide an opportunity for realising economic, social, or environmental benefits; or
3. Both addressing a problem and providing an opportunity.

For the purposes of assessing submissions to the IPL, we have applied, as a guide, a threshold value of \$30 million per annum (nominal, undiscounted)¹ in measuring material net benefit², taking potential unquantified quality of life considerations into account.

[ENDS]

¹ This threshold was adopted by the Infrastructure Australia Board based on evidence drawn from the 2015 Australian Infrastructure Audit.

² This includes economic, social, and environmental net benefits.



**Infrastructure
Australia**

Infrastructure Priority List



High Priority Projects

High Priority Projects are potential infrastructure solutions for which a full business case has been completed and been positively assessed by the Infrastructure Australia Board. A High Priority Project addresses a major problem or opportunity of national significance.

| Proposed project | Location | Problem/opportunity description | Proposed Delivery Timeframe | Category |
|--|-----------------|---|-----------------------------|-----------------------|
| M4 Motorway upgrade (Parramatta to Lapstone) | New South Wales | Connectivity in outer western Sydney | Near term (0-5 years) | Urban Congestion |
| Sydney Metro: City and Southwest | New South Wales | Sydney rail network capacity | Medium term (5-10 years) | Urban Congestion |
| Western Sydney Airport | New South Wales | Sydney aviation capacity | Medium term (5-10 years) | National Connectivity |
| M80 Ring Road upgrade | Victoria | Melbourne M80 Western Ring Road congestion | Near term (0-5 years) | Urban Congestion |
| Monash Freeway Upgrade Stage 2 | Victoria | Melbourne south-east and outer south-east congestion | Near term (0-5 years) | Urban Congestion |
| North East Link | Victoria | Connectivity between M80 and M3 in outer north-east Melbourne | Medium term (5-10 years) | Urban Congestion |
| Brisbane Metro | Queensland | Brisbane inner-city public transport network capacity | Near term (0-5 years) | Urban Congestion |

| Proposed project | Location | Problem/opportunity description | Proposed Delivery Timeframe | Category |
|----------------------------------|-------------------|---|-----------------------------|------------------|
| METRONET: Yanchep Rail Extension | Western Australia | Perth northern corridor rail network capacity | Near term (0-5 years) | Urban Congestion |

Priority Projects

Priority Projects are potential infrastructure solutions for which a full business case has been completed and been positively assessed by the Infrastructure Australia Board. A Priority Project addresses a nationally-significant problem or opportunity.

| Proposed project | Location | Problem/opportunity description | Proposed Delivery Timeframe | Category |
|---|-----------------|---|-----------------------------|-----------------------|
| Inland Rail (Melbourne to Brisbane via inland NSW) | National | Freight connectivity between Melbourne and Brisbane. | Medium term (5-10 years) | National Connectivity |
| The Northern Road Upgrade | New South Wales | Access to south-west Sydney growth area and construction access to Western Sydney Airport. | Near term (0-5 years) | National Connectivity |
| Ballarat Line Upgrade | Victoria | Improving capacity and reliability of public transport between Melbourne's outer west and the CBD | Near term (0-5 years) | Urban Congestion |
| M1 Pacific Motorway (Eight Mile Plains to Daisy Hill) | Queensland | Brisbane–Gold Coast motorway capacity | Near term (0-5 years) | Urban Congestion |
| Bruce Highway – Cairns Southern Access Corridor – Stage 3: Edmonton to Gordonvale | Queensland | Road network capacity in Cairns | Near term (0-5 years) | Urban Congestion |

| Proposed project | Location | Problem/opportunity description | Proposed Delivery Timeframe | Category |
|---|-------------------|--|-----------------------------|------------------------|
| M1 Pacific Motorway (Varsity Lakes to Tugun) | Queensland | Brisbane–Gold Coast motorway capacity | Near term (0-5 years) | National Connectivity |
| Beerburrum to Nambour Rail Upgrade | Queensland | Queensland north coast rail congestion. | Near term (0-5 years) | National Connectivity |
| METRONET: Thornlie-Cockburn Link | Western Australia | Perth rail network capacity | Near term (0-5 years) | Urban Congestion |
| Myalup-Wellington Water Project | Western Australia | Opportunity to develop industry and agriculture in south-west Western Australia. | Near term (0-5 years) | Opportunity for Growth |
| Gawler Rail Line Electrification and Modernisation Project | South Australia | Adelaide outer north-east suburbs access to CBD | Near term (0-5 years) | Urban Congestion |
| Adelaide's North–South Corridor: Regency Road to Pym Street | South Australia | Adelaide north–south urban road network capacity | Near term (0-5 years) | Urban Congestion |
| Eyre Infrastructure Project (Iron Road) | South Australia | Eyre Peninsula freight capacity. | Near term (0-5 years) | Opportunity for Growth |
| Hobart Science and Technology Precinct | Tasmania | Opportunity to stimulate economic growth and productivity in Tasmania. | Near term (0-5 years) | Opportunity for Growth |

| Proposed project | Location | Problem/opportunity description | Proposed Delivery Timeframe | Category |
|---------------------------------|----------|---|-----------------------------|------------------------|
| Northern Transformation Program | Tasmania | Opportunity to stimulate economic growth and productivity in Tasmania | Near term (0-5 years) | Opportunity for Growth |

High Priority Initiatives

High Priority Initiatives are potential infrastructure solutions for which a business case has not yet been completed. A High Priority Initiative seeks to address a major problem or opportunity of national significance.

| Proposed initiative | Location | Problem/opportunity description | Problem/opportunity timeframe | Category |
|---|----------|--|-------------------------------|------------------------|
| Preserve corridor for East Coast High Speed Rail | National | Future connectivity between east coast capital cities | Near term (0-5 years) | Corridor Preservation |
| Regional road network safety improvements | National | Safety on regional roads | Near term (0-5 years) | Road Safety |
| Remote housing overcrowding | National | National remote housing conditions | Near term (0-5 years) | Remote Infrastructure |
| National electric vehicle fast-charging network | National | Enabling infrastructure | Near term (0-5 years) | Opportunity for Growth |
| National Electricity Market (Future connectivity and reliability) | National | Connectivity of the National Electricity Market regions | Medium term (5-10 years) | Efficient Markets |
| Network Optimisation Program – Rail | National | Increasing rates of urban congestion across multiple corridors in Australian cities. | Near term (0-5 years) | Urban Congestion |

| Proposed initiative | Location | Problem/opportunity description | Problem/opportunity timeframe | Category |
|---|-----------------|--|-------------------------------|-----------------------|
| Network Optimisation Program – Roads | National | National urban road network congestion. | Near term (0-5 years) | Urban Congestion |
| National Freight and Supply Chain Strategy | National | National strategic planning for future freight initiatives | Near term (0-5 years) | National Connectivity |
| Public transport capacity (Parramatta Road and Victoria Road corridors) | New South Wales | Sydney corridor congestion: Northern Beaches, Parramatta Road, Victoria Road | Near term (0-5 years) | Urban Congestion |
| Sydney rail network capacity | New South Wales | Sydney rail network capacity | Near term (0-5 years) | Urban Congestion |
| Sydney Gateway | New South Wales | Connection from WestConnex to Sydney Airport and Port Botany | Near term (0-5 years) | Urban Congestion |
| Southern Sydney to CBD public transport enhancement | New South Wales | Connection between inner south urban growth area and Sydney CBD | Medium term (5-10 years) | Urban Congestion |
| Sydney Metro West (Mass transit between Parramatta and Sydney CBD) | New South Wales | Connectivity between Parramatta and Sydney CBD | Medium term (5-10 years) | Urban Congestion |
| Chullora Junction upgrade | New South | Sydney freight rail network capacity | Near term (0-5 years) | National |

| Proposed initiative | Location | Problem/opportunity description | Problem/opportunity timeframe | Category |
|---|-----------------|--|-------------------------------|------------------------|
| | Wales | | years) | Connectivity |
| Preserve corridor for Western Sydney Airport fuel pipeline | New South Wales | Future fuel connection to Western Sydney Airport | Near term (0-5 years) | Corridor Preservation |
| Preserve corridor for Outer Sydney Orbital road and rail/M9, and Castlereagh Connection | New South Wales | Future connectivity between Western Sydney and Central Coast/Illawarra | Near term (0-5 years) | Corridor Preservation |
| Preserve corridor for Western Sydney Airport rail connection | New South Wales | Future rail connection to Western Sydney Airport | Near term (0-5 years) | Corridor Preservation |
| Preserve corridor for Western Sydney Freight Line and Intermodal Terminal access | New South Wales | Future freight rail capacity to Eastern Creek intermodal and Sydney Main West Line | Near term (0-5 years) | Corridor Preservation |
| Port Botany freight rail duplication | New South Wales | Sydney Port Botany rail freight capacity | Near term (0-5 years) | Opportunity for Growth |
| Regional NSW road network safety improvements | New South Wales | Safety on regional roads in New South Wales. | Near term (0-5 years) | Road Safety |
| Improve the connection between Eastern Freeway and CityLink | Victoria | Connectivity between Melbourne's Eastern Freeway and CityLink | Near term (0-5 years) | Urban Congestion |

| Proposed initiative | Location | Problem/opportunity description | Problem/opportunity timeframe | Category |
|---|-------------------|--|-------------------------------|-----------------------|
| Melbourne rail network capacity | Victoria | Melbourne rail network capacity | Medium term (5-10 years) | Urban Congestion |
| Preserve corridor for Melbourne Outer Metropolitan Ring Road/E6 | Victoria | Future connectivity between Melbourne outer south-west and outer north | Near term (0-5 years) | Corridor Preservation |
| Cross River Rail: A rail solution to support an integrated passenger transport network in South East Queensland | Queensland | Brisbane CBD public transport capacity | Near term (0-5 years) | Urban Congestion |
| Ipswich Motorway Upgrade: Rocklea to Darra (remaining sections) | Queensland | Southern Brisbane to Ipswich road network capacity. | Near term (0-5 years) | National Connectivity |
| M1 Pacific Motorway (Eight Mile Plains to Tugun) | Queensland | Brisbane to Gold Coast motorway capacity | Near term (0-5 years) | National Connectivity |
| Port of Brisbane dedicated freight rail connection | Queensland | Freight rail access to Port of Brisbane. | Medium term (5-10 years) | National Connectivity |
| Mitchell and Kwinana freeways upgrade | Western Australia | Perth road network capacity | Near term (0-5 years) | Urban Congestion |
| Perth CBD to north corridor capacity | Western | Perth northern corridor capacity | Near term (0-5 years) | Urban |

| Proposed initiative | Location | Problem/opportunity description | Problem/ opportunity timeframe | Category |
|---------------------|-----------|---------------------------------|--------------------------------------|------------|
| | Australia | | years) | Congestion |

Priority Initiatives

Priority Initiatives are potential infrastructure solutions for which a business case has not yet been completed. A Priority Initiative seeks to address a problem or opportunity of national significance.

| Proposed initiative | Location | Problem/opportunity description | Problem/opportunity timeframe | Category |
|--|-----------------|--|-------------------------------|-----------------------|
| National Electricity Market (Near-term optimisation) | National | Optimisation of the National Electricity Market | Near term (0-5 years) | Efficient Markets |
| Advanced Train Management System implementation on the interstate rail network | National | Rail freight capacity constraint on ARTC network | Near term (0-5 years) | National Connectivity |
| Connect gas suppliers to eastern gas markets | National | Constrained East Coast gas supply | Near term (0-5 years) | Efficient Markets |
| A3 and A6 corridor capacity | New South Wales | Southern Sydney to Ryde road network capacity | Near term (0-5 years) | Urban Congestion |
| Active transport (walking and cycling) access to Sydney CBD | New South Wales | Inner city access to Sydney CBD | Near term (0-5 years) | Urban Congestion |
| Prospect Highway capacity | New South Wales | Western Sydney road network capacity | Near term (0-5 years) | Urban Congestion |

| Proposed initiative | Location | Problem/opportunity description | Problem/opportunity timeframe | Category |
|---|-----------------|--|-------------------------------|-----------------------|
| Sydney CBD motorways optimisation | New South Wales | Inner Sydney road network capacity | Near term (0-5 years) | Urban Congestion |
| Public transport access to Parramatta CBD | New South Wales | Public transport access to Parramatta CBD | Medium term (5-10 years) | Urban Congestion |
| Central Station redevelopment – rail and station infrastructure | New South Wales | Connection between urban and intercity rail, buses, light rail and metro | Medium term (5-10 years) | Urban Congestion |
| F6 Extension (Connection between the M1 at Waterfall and the Sydney motorway network) | New South Wales | Connectivity between Wollongong and Sydney CBD | Medium term (5-10 years) | Urban Congestion |
| Western Harbour Tunnel and Beaches Link | New South Wales | Sydney road network cross-harbour and Northern Beaches connectivity | Long term (10-15 years) | Urban Congestion |
| Shoalhaven River crossing capacity | New South Wales | Connectivity in south coast of NSW | Near term (0-5 years) | National Connectivity |
| Newell Highway upgrade | New South Wales | Melbourne–Brisbane connectivity | Near term (0-5 years) | National Connectivity |
| Pacific Highway (M1) - extension to | New South Wales | Sydney–Brisbane connectivity | Near term (0-5 years) | National |

| Proposed initiative | Location | Problem/opportunity description | Problem/opportunity timeframe | Category |
|---|-----------------|--|-------------------------------|-----------------------|
| Raymond Terrace | | | years) | Connectivity |
| Freight rail access to Port Kembla | New South Wales | Freight rail access to Port Kembla | Near term (0-5 years) | National Connectivity |
| Moorebank Intermodal Terminal road connection upgrade | New South Wales | Road network connectivity to Moorebank Intermodal Terminal | Near term (0-5 years) | National Connectivity |
| Pacific Highway (A1) – Coffs Harbour bypass | New South Wales | Sydney–Brisbane connectivity | Near term (0-5 years) | National Connectivity |
| Western Sydney Infrastructure Plan | New South Wales | Access to Western Sydney and Western Sydney Airport | Near term (0-5 years) | National Connectivity |
| Western Sydney Airport public transport connection | New South Wales | Access to Western Sydney Airport | Medium term (5-10 years) | National Connectivity |
| Picton Road safety and capacity | New South Wales | Connectivity between Wollongong and south-west Sydney | Medium term (5-10 years) | National Connectivity |
| New England Highway upgrade | New South Wales | Connectivity between Sydney and Brisbane | Medium term (5-10 years) | National Connectivity |
| Newcastle–Sydney and Wollongong– | New South Wales | Connectivity between Newcastle, | Long term (10-15 | National |

| Proposed initiative | Location | Problem/opportunity description | Problem/opportunity timeframe | Category |
|---|-----------------|--|-------------------------------|------------------------|
| Sydney rail line upgrades | | Wollongong and Sydney CBD | years) | Connectivity |
| Northern Sydney Freight Corridor Stage 2 (Additional track West Ryde to Rhodes and Thornleigh to Hornsby) | New South Wales | Sydney freight rail network capacity | Long term (10-15 years) | National Connectivity |
| Southern Sydney Freight Line upgrade | New South Wales | Sydney South to Moorebank rail freight capacity | Long term (10-15 years) | National Connectivity |
| Sydney cruise terminal capacity | New South Wales | Berthing capacity for cruise ships in Sydney | Near term (0-5 years) | Opportunity for Growth |
| Hawkesbury-Nepean Valley flood management | New South Wales | Flood mitigation in Hawkesbury–Nepean Valley | Near term (0-5 years) | Resilience |
| Melbourne level crossings removal | Victoria | Melbourne urban road network congestion | Near term (0-5 years) | Urban Congestion |
| Public transport access to Fishermans Bend | Victoria | Connection between Fishermans Bend growth area and Melbourne CBD | Medium term (5-10 years) | Urban Congestion |
| Cranbourne Line capacity | Victoria | Melbourne rail network capacity | Medium term (5-10 | Urban |

| Proposed initiative | Location | Problem/opportunity description | Problem/opportunity timeframe | Category |
|---|------------|--|-------------------------------|-----------------------|
| | | | years) | Congestion |
| Hurstbridge Line capacity | Victoria | Melbourne rail network capacity | Medium term (5-10 years) | Urban Congestion |
| Melton Rail Line upgrade | Victoria | Melbourne outer western suburbs access to CBD | Medium term (5-10 years) | Urban Congestion |
| Melbourne Airport to the CBD public transport capacity | Victoria | Access to Melbourne airport | Medium term (5-10 years) | Urban Congestion |
| Melbourne outer northern suburbs to CBD capacity upgrade | Victoria | Melbourne outer northern suburbs access to CBD | Long term (10-15 years) | Urban Congestion |
| Melbourne Airport third runway | Victoria | Melbourne aviation capacity | Near term (0-5 years) | National Connectivity |
| Melbourne container terminal capacity and land transport access | Victoria | Melbourne container terminal capacity | Long term (10-15 years) | National Connectivity |
| Melbourne–Geelong rail capacity enhancement | Victoria | Melbourne-Geelong rail capacity | Long term (10-15 years) | National Connectivity |
| Broadbeach–Burleigh Heads public | Queensland | Gold Coast public transport | Near term (0-5 | Urban |

| Proposed initiative | Location | Problem/opportunity description | Problem/opportunity timeframe | Category |
|---|------------|---|-------------------------------|-----------------------|
| transport connectivity | | capacity | years) | Congestion |
| Brisbane to Gold Coast transport corridor upgrades | Queensland | Brisbane-Gold Coast transport capacity | Near term (0-5 years) | Urban Congestion |
| Gold Coast Rail Line capacity improvement (Kuraby to Beenleigh) | Queensland | Brisbane-Gold Coast network capacity | Near term (0-5 years) | Urban Congestion |
| Centenary Motorway capacity | Queensland | Southern Brisbane to CBD road network capacity | Near term (0-5 years) | Urban Congestion |
| Cunningham Highway – Yamanto Interchange to Ebenezer Creek | Queensland | Cunningham Highway (Yamanto to Ebenezer/ Amberley) congestion | Near term (0-5 years) | National Connectivity |
| Warrego Highway east corridor improvements | Queensland | Connectivity between Brisbane and Toowoomba | Near term (0-5 years) | National Connectivity |
| Bruce Highway Upgrade | Queensland | Queensland coastal cities connectivity | Near term (0-5 years) | National Connectivity |
| Port of Gladstone land and sea access upgrade | Queensland | Land and sea access to Port of Gladstone | Medium term (5-10 years) | National Connectivity |
| Mount Isa–Townsville rail corridor | Queensland | Mt Isa–Townsville rail capacity | Medium term (5-10 | National |

| Proposed initiative | Location | Problem/opportunity description | Problem/opportunity timeframe | Category |
|---|-------------------|---|-------------------------------|------------------------|
| upgrade | | | years) | Connectivity |
| Preserve corridor for Salisbury to Beaudesert rail connection | Queensland | Future urban rail connection to Beaudesert | Near term (0-5 years) | Corridor Preservation |
| Lower Fitzroy River water infrastructure development | Queensland | Opportunity to develop industry and agriculture in Fitzroy region | Near term (0-5 years) | Opportunity for Growth |
| Swan River crossing capacity | Western Australia | Perth road network capacity | Near term (0-5 years) | Urban Congestion |
| Armadale Road bridge | Western Australia | Perth road network capacity | Near term (0-5 years) | Urban Congestion |
| Perth rail network capacity | Western Australia | Perth rail network capacity | Near term (0-5 years) | Urban Congestion |
| Canning Bridge crossing capacity and interchange | Western Australia | Perth transport network capacity | Long term (10-15 years) | Urban Congestion |
| Transport connectivity between Morley and Ellenbrook | Western Australia | Perth transport network connectivity | Long term (10-15 years) | Urban Congestion |
| Tonkin Highway corridor capacity | Western | Perth road network capacity | Near term (0-5 | National |

| Proposed initiative | Location | Problem/opportunity description | Problem/opportunity timeframe | Category |
|---|-------------------|---|-------------------------------|-----------------------|
| | Australia | | years) | Connectivity |
| Land transport access between Karratha and Tom Price | Western Australia | Connectivity between Karratha and Tom Price | Near term (0-5 years) | National Connectivity |
| Bunbury Outer Ring Road | Western Australia | Western Australia regional freight network capacity | Medium term (5-10 years) | National Connectivity |
| Perth Airport new runway | Western Australia | Perth airport capacity | Medium term (5-10 years) | National Connectivity |
| Perth container terminal capacity and land transport access | Western Australia | Perth container terminal capacity | Long term (10-15 years) | National Connectivity |
| Improve road access to remote WA communities | Western Australia | Constrained road access to remote Western Australia communities | Near term (0-5 years) | Remote Infrastructure |
| Adelaide North–South Corridor upgrade (remaining sections) | South Australia | Adelaide north–south urban road network capacity | Near term (0-5 years) | Urban Congestion |
| AdeLINK tram network (Adelaide tram network expansion) | South Australia | Adelaide public transport capacity | Medium term (5-10 years) | Urban Congestion |
| Spencer Gulf crossing capacity | South Australia | Connectivity in Port Augusta | Near term (0-5 years) | National |

| Proposed initiative | Location | Problem/opportunity description | Problem/ opportunity timeframe | Category |
|--|-----------------|---|--------------------------------------|------------------------|
| | | | years) | Connectivity |
| Strzelecki Track upgrade and mobile coverage | South Australia | Access to Cooper Basin (South Australia) | Near term (0-5 years) | National Connectivity |
| South Australian regional bulk port development | South Australia | South Australia bulk port capacity | Medium term (5-10 years) | National Connectivity |
| Sturt Highway High Productivity Vehicle capacity enhancement, including Truro bypass | South Australia | South Australia road freight network capacity | Medium term (5-10 years) | National Connectivity |
| Gawler Craton rail access | South Australia | Freight rail connection to Gawler Craton mineral province | Long term (10-15 years) | National Connectivity |
| Derwent River crossing capacity | Tasmania | Tasmania Derwent River crossing capacity | Medium term (5-10 years) | National Connectivity |
| Burnie to Hobart freight corridor improvement | Tasmania | Tasmania freight network planning | Medium term (5-10 years) | National Connectivity |
| Tasmanian irrigation schemes (Tranche 3) | Tasmania | Opportunity to develop industry and agriculture in Tasmania | Medium term (5-10 years) | Opportunity for Growth |

| Proposed initiative | Location | Problem/opportunity description | Problem/opportunity timeframe | Category |
|---|------------------------------|---|-------------------------------|-----------------------|
| Tasmanian sewerage infrastructure upgrades | Tasmania | Tasmanian wastewater treatment environmental compliance | Near term (0-5 years) | Waste Water Treatment |
| Canberra public transport improvements | Australian Capital Territory | Canberra public transport capacity | Medium term (5-10 years) | Urban Congestion |
| Canberra CBD to north corridor | Australian Capital Territory | Canberra CBD to north transport corridor congestion | Medium term (5-10 years) | Urban Congestion |
| Upgrade Tanami Road | Northern Territory | Constrained access to the Tanami region | Near term (0-5 years) | Remote Infrastructure |
| Provision of enabling infrastructure and essential services to remote NT communities (Wadeye, Tiwi Islands, Jabiru) | Northern Territory | Infrastructure services for remote NT communities | Near term (0-5 years) | Remote Infrastructure |
| Darwin region water supply infrastructure upgrades | Northern Territory | Darwin water supply security | Medium term (5-10 years) | Water Security |

Subject: LMM 22/05/2018 - City of Newcastle New South Wales Budget Submission

MOTION

That Council:

1. Notes that the New South Wales Government will hand down the 2018-19 Budget on Tuesday, 19 June 2018;
2. Calls on the New South Wales Government to deliver a number of key priority projects that would benefit the City of Newcastle; and
3. Writes to the New South Wales Treasurer, the Hon Dominic Perrottet MP, outlining key projects that should be delivered in the 2018-19 New South Wales Budget, prior to 1 June 2018.

Background:

- **Lower Hunter Freight Corridor**

Transport for NSW are currently undertaking preliminary investigations to assess options for the Lower Hunter Freight Corridor which will enable a future dedicated freight rail line to be constructed between Fassifern and Hexham; bypassing Newcastle while improving regional and interstate links.

The feasibility study should be expedited to reduce the delivery time of the Lower Hunter Freight Corridor, which is one of the only viable ways to take freight trains off main arterials, including at Adamstown and Hamilton North.

- **Zoning for the expansion of Newcastle Light Rail**

Delivery of the 2.7km Newcastle light rail system is the starting point of a broader network connecting the Greater Newcastle region.

The City of Newcastle believes this should be the first step towards creating an expanded and integrated light rail network linking the city centre with suburban hubs and key infrastructure. Park and ride, and end of trip facilities should be incorporated into each node, to better deliver this integrated transport solution.

The New South Wales Government should work with Council to ensure that zoning corridors for the expansion of Newcastle Light Rail is undertaken.

The City of Newcastle wants the expanded corridors to augment the initial Wickham to east end route, by including these Greater Newcastle destinations:

- Broadmeadow
- McDonald Jones Stadium
- Adamstown
- Mayfield
- John Hunter Hospital
- University of Newcastle
- Glendale
- Bathers Way

- Newcastle Airport

We propose leading a working party to deliver on this vision with relevant state agencies including the Hunter Development Corporation, Department of Planning and Environment, UrbanGrowth NSW, Roads and Maritime Services, Transport for NSW, Keolis Downer and the Newcastle and Hunter communities.

Attachment A: Connecting Newcastle 2017 update: An expanded light rail network

- **Hunter Sports and Entertainment Precinct**

Expressions of interest for the Hunter Sports and Entertainment Precinct closed on 30 November 2017.

While renders for potential development are welcome, the government must now ensure the precinct can both be activated daily, include the first stage of light rail extension and adequately plan to attract large scale events like the Commonwealth Games.

This month, Venues NSW CEO Paul Doorn stated that the Hunter Sports and Entertainment Precinct Concept is a detailed plan that turns the precinct into a place for people to visit whether there's an event on or not; day and night.

Options include a new 10,000 seat multi-purpose entertainment and convention centre, an event plaza and a consolidated sports facility.

It also proposes a 150-room 3.5-star hotel, safe landscaped pedestrian links between the stadium and Broadmeadow train station, multi-purpose fields, family-friendly parks, restaurants and a multi-storey carpark.

With a strong vision in place, and much interest around the delivery of the Hunter Sports and Entertainment Precinct, it's time for the New South Wales government provide funding towards the implementation of the plan for the precinct.

- **Affordable Housing**

Previously, Premier Gladys Berejiklian has said that housing affordability was "the biggest issue people have across the state".

The City of Newcastle supports the reform of negative gearing to limit it to new housing, and the introduction of a tax on properties that are vacant for longer than 6 months.

A 25% Affordable Housing Mandate on Government Owned Land should be supported, with Land owned by the Government that is fast-tracked for development having a 25% mandate of Affordable Housing.

Likewise, the City of Newcastle supports the introduction of a 15% Affordable Housing Mandate on privately developed land. 15% of dwellings designated as Affordable Housing will be available for rental or sale to low- to moderate income households.

- **Rate Rebate Concession for Pensioners**

The City of Newcastle has consistently advised the New South Wales government that it is time that the Rate Rebate Concession for Pensioners was increased.

It was set at \$250 in 1989 and has not been increased since but the cost of living since that time has increased significantly.

The Rate Rebate Concession for Pensioners should be increased, commensurate to Consumer Price Index.

The government should note that Hunter Council's supported this measure in 2015, when Newcastle City Council resolved to write to the government and Hunter Councils seeking support for this measure.

- **Newcastle Art Gallery re-development**

The Newcastle Art Gallery re-development business case has been prepared and this project is shovel ready.

Valued at close to \$100million, the Newcastle Art Gallery collection is considered one of the finest and most valuable in Australia and deserves not just greater protection, but the opportunity to be showcased to all domestic and international visitors.

The gallery's current building is only capable of displaying some 2% of the collection. This significant collection has the potential to further support tourism and education opportunities for Australia's 7th largest city.

The City of Newcastle continues to call on the New South Wales government to provide \$26 million to re-develop the Newcastle Art Gallery.

While the Art Gallery of NSW received \$244 million in last year budget for its extension, and the government announced a \$100 million regional cultural fund, the Newcastle project is still getting nothing.

The City of Newcastle believes that with a significant surplus more than likely to be announced, the 2018-19 Budget presents a perfect opportunity to reinforce the government's support for the arts, by fully funding this important project.

- **Funding for local sporting amenity improvement**

Increasingly, Councillors are being approached by local communities and local sporting organisations, to improve the amenity of sporting grounds across the LGA. Newcastle is in a particularly unique position when it comes to accessing funding to improve our local sporting infrastructure.

An emerging issue is the provision of adequate facilities for women, women's football, rugby league, rugby and AFL are increasing in popularity across the City of Newcastle.

Recently, Shadow Minister for the Hunter, Kate Washington MP (**Attachment B: Newcastle suburbs split in state government funding eligibility**) highlighted the problem faced by the City of Newcastle, with her analysis revealing sports fields in suburbs including Adamstown, Beresfield and Kotara were ineligible for either the \$100 million Regional Sports Infrastructure

Fund, which is open to 94 councils outside Sydney, Wollongong and Newcastle, or the \$100 million recently announced for greater Sydney's 33 councils.

The Local Sport Grant Program, the Community Building Partnership Program and Liquor and Gaming NSW Infrastructure Grants, are simply not large enough funding streams to fund the work required to bring our local sporting facilities up to scratch.

- **Funding for disability inclusion for local playgrounds**

Another issue that Councillors are increasingly contacted about is funding to ensure that our local playgrounds and parks are as inclusive as possible.

While The City of Newcastle is aware that the New South Wales government is currently preparing universal standards to make playgrounds inclusive, this will require significant funding from the state.

The City of Newcastle calls on the New South Government to provide funding in the 2018-19 Budget to improve disability accessibility at parks and playgrounds across the LGA.

- **Diversification of the Port of Newcastle**

The NSW Future Transport 2056 Strategy and the Draft NSW Freight and Ports Plan identified congestion issues with Port Botany. Substantial government infrastructure projects are proposed to alleviate this congestion. However, both documents ignore the underutilised freight capacity that already exists at the Port of Newcastle.

A container terminal at the Port of Newcastle would provide substantial savings to the NSW taxpayer and businesses. Its inclusion in the NSW Freight and Ports Plan as a complementary option to Port Botany would improve NSW competitiveness compared with other Eastern Australian states.

A Newcastle container terminal would be a complementary option to Port Botany, create genuine competition between the two port operators and allow NSW importers and exporters to choose the most efficient and cost-effective supply chain for their cargo.

Increased competition is beneficial to NSW importers and exporters, consumers and the broader NSW economy.

- **Ferry terminal at Newcastle Interchange**

The state government's Regional NSW Services and Infrastructure Plan lists new ferry stops in Newcastle as an "initiative for investigation in 10 to 20 years, subject to business case development".

The City of Newcastle believes that a business case for a Ferry terminal at Wickham should be developed in the 2018-19 financial year, with

This new Ferry terminal will facilitate interchange with other transport services, particularly at the emerging multi-modal Newcastle Interchange.

The New South Wales government recognises that creating new ferry connections will improve the sustainability of our transport system by attracting more customers to using public transport, and should be commended for this.

- **Boost to coastal management and flood mitigation funding**

New South Wales Government action and funding are needed for a long-term solution to Stockton's worsening erosion issues. There is no quick fix to this longstanding threat, but it's now more urgent than ever.

The council has been calling for action at Stockton for more than a decade. A study done 10 years ago recommended an artificial headland with beach nourishment to solve the suburb's shoreline woes, but our 2009 funding request to the-then premier was met only with instruction to reconsider the proposed works.

With erosion incidents increasing rapidly over recent years the New South Wales government must increase resources and funding to address this problem.

Likewise, substantial funding is required to address flood mitigation in Wallsend. 11 years have passed since the flooding of the Wallsend CBD. While Newcastle City Council is progressing flood upgrades including the replacement of the Nelson, Boscawen and Tyrrell Street bridges, however, finalising these works is beyond the capacity of local government alone.

An increase in the Office of Environment and Heritage's Floodplain management grants is required to adequately address flooding risks in Wallsend.

- **Newcastle Airport expansion**

Newcastle Airport recently unveiled their 20 year blueprint and 60 year vision for their operations.

As a part of that masterplan, Newcastle Airport revealed that the Australian and NSW governments are seeking to grow the defence and aerospace related industries in and around RAAF Base at Williamstown and that the NSW Government sees Williamstown as the regional hub of Australian industry participation supporting the Joint Strike Fighter fleets in the Asia Pacific region.

With Council's recent joint announcement with Port Stephens Council, and the Newcastle Airport regarding the expansion of Newcastle Airport, and the Airport's Dr Peter Cock advising that construction could begin within five years, the New South Wales government has an opportunity to assist the expansion of the Newcastle Airport with concrete support in the 2018-19 Budget.